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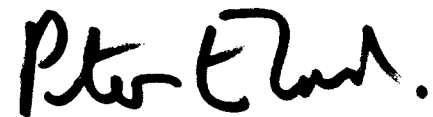
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Peter Eland
Editor and Publisher,
Velo Vision

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VELO VISION AND VELO-VISION
We weren't first with the name. *Velo-Vision* is a bike shop in Körten, near Bergisch-Gladbach, Germany. *Velo Vision* magazine exists in friendly harmony with *Velo-Vision* in Germany.

Velo Vision is printed on paper produced from sustainable forests to Nordic Swan standards.



COVER: Paul on the Challenge. We'd shortened the boom, but not the chain, hence the rear derailleur position. Photo: Peter Eland

OPPOSITE: Great placenames on the way to Ilkley. Photo: Debz Butterworth

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ALL ABOARD!

It was great to meet such a varied bunch of readers for the *Velo Vision* coach trip over to the SPEZI show at the end of April. The coach is already booked for next year, and we'll open up for bookings soon – watch the website for details.

And talking of long, multi-seat vehicles, you may have noticed a bit of an upswing in the amount of tandem-related content of late. I'll try to keep it in check, but it has been fun discovering the ins and outs of

a new way of riding. It's almost like back when I first came across recumbents: new technology to read about, frame layouts to debate, tyre choices to ponder... and yes, a recumbent tandem has crossed my mind. It's just finding somewhere to put it...

Finally, with apologies for the advert, I should mention our new *VeloVisionary* T-shirts! All the details are on page 53, and we should have them in stock by the time you read this. I hope you like them!

Peter Eland

CADENZAS ON TOUR

We reviewed Dahon's 2008 Cadenza last issue – and meanwhile, readers John Isles and Cathy Colless were riding their 2007 models on a four-month tour of southern India. Now they've returned, John reports how the Cadenza performed. Is it a practical folding tourer?



We originally purchased our two 2007-model Cadenzas for a four month tour of India. Stories from other travellers indicated that foreign bikes attract huge amounts of attention in India so we wanted something that folded, to get them off the street at night, but something which also looked like a 'normal' bike. Of course the bikes needed to be capable touring machines, able to handle rough potholed roads and to climb steep mountain passes, while carrying a bit of luggage on the back. We also wanted bikes which would accommodate Rohloff hubs, as we just love them.

Our Birdys, which have Rohloffs fitted, would probably have done the job except for the 'looking normal' requirement. So after some research, we chose the Cadenza instead.

The frame is amazingly versatile. It has cantilever (or V-brake) mounts, but also ISO disk mounts as well. It has the cable guides and mountings for derailleurs, but also an eccentric bottom bracket to cope with hub gears or single-speed transmissions. The eccentric is invaluable

when these transmissions are combined with a disk brake, in which case conventional chain tensioning mechanisms such as sliding dropouts affect the pad alignment.

Although we were happy with V-brakes, the disk mountings came in handy for fitting the Rohloff hub, as the disk mount can be used as a torque anchor point using the Rohloff OEM-2 mounting plate. The cable guides on the frame are also perfectly placed to guide the twin cables of the Rohloff shifter, so the cable runs are neat and tidy.

MODIFICATIONS

So we took delivery of two shiny black Cadenzas. They stayed in standard trim for about five minutes! The bike as standard is set up for fast commuting. We swapped the straight MTB bars for riser bars to suit our touring style, and swapped the seatposts for long-travel Cane Creek Thudbusters which would, we hoped, give us much-needed comfort over rough roads on the stiff aluminium

Two much modified Cadenzas carried John & Cathy for four months round India. Changes included fitting the Rohloff hubs, adding two-leg stands, Thudbuster seatposts for comfort, fitting extra bottle cages, and seeking out carrier racks to fit the Cadenza's unique frame.



frame. The thin 26" x 1.3" Continental Contact tyres were swapped for Schwalbe Marathon XRs.

We spun the eccentric bottom brackets around to get the crankset as low as possible, which makes it slightly easier to get a foot to the ground. We replaced the metal loop under the bottom bracket (which is used to support the bike when it is folded) with a centre stand which could support the bike when both folded and unfolded. Now folding is a breeze. Once the bike is on the two-leg centre stand, it stands up by itself securely whether it is unfolded, folded or even half folded!



FITTING THE ROHLOFF

Once small gotcha we discovered is that the Cadenza frame rear dropout width is 132 mm, not the standard 135 mm MTB width which we had assumed from the 26" wheels. I do not know if this has been changed for the 2008 models. The Rohloff hub is of course 135 mm wide. So fitting the hub requires springing the frame (1.5 mm each side). The wheel is slightly harder to mount than if it was a perfect fit, but no big deal.

The Rohloff OEM-2 torque plate fits nicely on the rear disk brake mounting bolt, but being the paranoid person I am, I was worried that the disk mount might not handle the considerable stresses placed on it by the Rohloff hub. So to strengthen it I also bolted a brake adaptor across both mounting bolts to spread the load between them. The twin Rohloff shifter cables are guided through the front and rear derailleur cable guides under the top tube.

WHEELS

We decided to stay with the original radially-spoked front wheels, after giving them a good going-over with a spoke spanner. Spoke tension seemed a bit low and uneven: this is something I would definitely get your dealer to check out if you buy a new Cadenza.

The rear wheel was completely replaced with the Rohloff hub, DT double butted spokes and a Rigida Andra tungsten carbide rim, which runs cool on long downhills (but requires special brake pads) and does not accumulate black grunge in wet weather. This rim has proven to be a great find: with a hard tungsten surface, it should last for ages, and the brakes do not squeal once the pads have been run in a bit.

FITTING A REAR RACK

The aluminium rear dropouts on the Cadenza have 5 mm drillings to take a standard rear rack, but if you are using disk brakes or an OEM-2 torque mount (as we were), these interfere with the legs of most racks. Dahon have thoughtfully provided a second set of rack mounts for this very eventuality. These are placed forwards of and above the dropouts, clear of any disk hardware.

There are however some problems with this solution. Dahon do not supply a rack that fits these mounts, and most other racks have legs that are either too long and too narrowly-spaced for a really nice fit.

I solved this for my bike by purchasing a 'Novara Safari' rack from REI in the United States. These racks are designed for very similar high mounts on the Safari touring bike, but I still had to modify the rack slightly so it would have enough width (across the bike) to fit without bending the legs outwards. We also found a Raleigh aluminium rack that is designed for 24" to 26" wheels, which also fit, but not as neatly and as close to the tyre as the Novara Safari model. Both racks survived the four months of touring, each rack carrying about 15 kg of luggage.

HINGE MODIFICATIONS

The clamping force of the 'Lockjaw' hinges on the 2007 model is adjusted with a 13 mm nut and locknut, found underneath the top tube and down-tube of the frame. We felt this design could cause a few problems:

- If the locknut came loose, the hinge could loosen, which could damage the Lockjaws if ridden in that condition.
- Adjusting the clamping force required two largish 13 mm spanners, and the adjustment had to be made with the bike folded, which means that it was a trial and error process to get the clamping force correct.

We replaced the nut and locknut with a single 13 mm Nyloc nut and stainless steel washer. With this set-up, the clamping force could be dialled in with the bike unfolded, using a 13 mm socket attached to the end of an Allen key. The tool was much smaller, there was no trial and error in adjustment and there was no possibility of a locknut loosening while riding or while folded. I believe the new 2008 model Cadenzas now have a similar feature.



FITTING MUDGUARDS

We found that although you can fit full SKS mudguards with 26" x 2.0" tyres, clearance was a bit marginal, especially at the rear brake bridge and at the chainstays. So we opted for a 26 x 2.0 front tyre and a 26 x 1.6 rear tyre, which provided enough clearance. We also found that the larger front tyre slackened the steering angle slightly (good for touring) and provided a bit more shock absorption at the front, to better match the smooth ride from the Thudbuster at the rear.

OTHER SMALL MODS

The centre stand caused a few minor problems. First, the Halfords ones we used were not quite long enough to get one of the wheels off the ground. This was solved by mounting the stand onto a hand-made aluminium plate, which helped give it a bit more lift. But with the front wheel now off the ground (most of the weight was at the back of the bike) the handlebars would spin around with a heavy handlebar bag attached, which would sometimes make the bike fall over. I rigged up a 'steering lock' which is simply a threaded rod that replaces the front mudguard mounting bolt in the fork crown, and extends backwards toward the frame downtube. A simple piece of elastic around the downtube can then be manually hooked over the threaded rod when parking the bike, which holds the front wheel straight. Since doing this I

found (in *Velo Vision* 29) that Hebie make a 'steering damper' which should work even better, as would the Hebie centre stand.

The Cadenza only comes with one set of water bottle cage mounts, on the downtube. We augmented this with a few extra ones of varying designs, so we could carry about three litres of water in frame-mounted bottles.

HOW DID THEY DO?

Although the Cadenza does not fold as small as a small-wheeled bike, it is small enough that we managed to get the bike onto English trains and the London underground without any problem. We also managed to get the bikes into our hotel rooms on every occasion in India, where a non-folding bike would have been impossible, either because we would not be allowed, or the bikes would not fit into the small rooms or elevators.

I really do not think a separable bike with S&S couplings would have been anywhere near as convenient for this trip, as the ability of the Cadenza to quickly fold and roll along in one piece was a real boon, and a minimal burden when we were tired after a hard day's ride.

The bike is stiff and responsive to ride, and is a pleasure to ride out of the saddle. The bike also corners delightfully well: it is very easy to change line, mid-corner.

My bike has now covered a little over 4000 miles (7000 km) most of which was touring in India, the rest for my daily commute. The hinges have had at least a hundred folds and unfolds with no sign of movement or noise. However, I do keep a careful check on the clamping force, but carrying around the 13 mm socket is not much burden in addition to the Allen key which you need anyway. It also pays to make sure that there is enough clearance between the upper and lower Lockjaw teeth so that they do not touch each other during the folding/unfolding process – any interference between the teeth could damage them easily.

In terms of luggage capacity, my bike carried

two large Ortleibs and a tent on the rear rack, with a handlebar bag on the front. We found that the rear rack and pannier set-up provided plenty of heel clearance: the bike has relatively long chainstays.

CONCLUSION

The Cadenza frame has a stated weight limit of 105 kg, so it is by no means designed as a heavy duty touring bike, and we felt we were taking a bit of a risk riding them in India. But they did well, and we had no problems with them whatsoever. Besides pumping the tires, oiling and adjusting the chains, we did not really touch them. The eccentric bottom bracket is a pleasure to use and allows easy chain adjustment in seconds.

Overall, the normal-looking frame and versatile design made for a very functional set-up indeed, and the folding aspect was truly excellent for our sort of touring in India. We'd do the same again!

John Isles and Cathy Colless

Read about their journey at: www.crazyguyonabike.com/doc/southindia2008



DAHON REPLY

We asked Dahon (www.dahon.com) to respond:

- The dropout spacing is 132 mm on both 2007 and 2008 models, but they are build to withstand use with a 135 mm hub. It'll be 135 mm for 2009.
- The Cadenza frames are not designed or tested against Rohloff's compatibility specifications. So Dahon can't officially approve the Cadenza for Rohloff use.
- Tyre clearances were increased for 2008, so much so that 700c wheels with 35c tyres will fit!
- Some Old Man Mountain racks from the USA will fit.
- An instruction manual for the use and maintenance of the Lockjaw hinges as used on the Cadenza will be published via the Dahon website in the next few months.